

COUNTRY East Germany
SUBJECT Construction Projects of the DDR Railroads

DATE DISTR. 6 August 1952

NO. OF PAGES 3

PLACE
ACQUIRED

25X1A

NO. OF ENCLS. 3 (3 pages) *
(LISTED BELOW)

DATE OF
INFO.

25X1X

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-
ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. Prior to 15 April 1952, source obtained the following information on rail-
road construction projects from official railroad records:
 - a. It is intended to improve the standard gauge Treuenbrietzen-Belzig second-
ary line so that heavy-load trains can operate on it.
 - b. Staking off for the reconstruction of the second track on the Grossbeeren-
Jueterbog railroad line was begun.
 - c. Negotiations are under way to secure the appropriation for the double-
tracking of the Grossbeeren-Wichendorf railroad line. (1)
2. Because of a shortage of money, the Seddin-Belzig line will be double tracked
only as far as Brueck in 1952. The double-tracking of the line is to be
completed in 1953. (1) Construction work to be completed in 1952 includes:
 - a. Reconstruction of the double-track sidings of the eastern and western sides
of the Beelitz-Heilstaetten railroad station and extension of track No 5
to a length of 650 meters so that a complete hospital train can be parked
there. (2)
 - b. Reconstruction of the Reesdorf block station between Beelitz and Borkheide.
 - c. Reconstruction of the double-track sidings of the eastern and western sides
of the Borkheide railroad station.
 - d. Reconstruction of the Neuendorf block station between Borkheide and Brueck.
 - e. Reconstruction of the double-track sidings of the eastern and western sides
of the Brueck railroad station.

REFERENCE COPY

DO NOT CIRCULATE

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	#	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRE														
ARMY	#	<input checked="" type="checkbox"/>	AIR	#	<input checked="" type="checkbox"/>	FBI													

3. The rails and ties required for the reconstruction of the second track on the old Bismarckstrasse line near Halle-Borsdorf were not used. Estimated cost for this project increased from 500 to 7.5 million Eastmarks. (1)
4. The double-tracking of the Borsdorf - Magdeburg railroad line was still in its initial phase as of mid-April. Construction work planned on this line includes:
 - a. Construction of a connecting curve between the double-track Halle-Borsdorf line and the Berlin Outer Freight Line at Bismarckstrasse-Quade.
 - b. Conversion of track No. 4 at the Thierow railroad station into a crossing loop 570 meters long.
 - c. Construction of an additional crossing loop in Leharfenbrueck.
 - d. Reconstruction of track No. 6 at the Forst Linna railroad station with a connection to the railroad station siding on the track toward Gruena and Kloster Miere. (1)
5. The connecting curve near Lustenow was opened to traffic. This makes it possible for trains arriving from the direction of Rathenow to proceed toward Hagen without setting back locomotives. Shunting tracks 76 through 83 and arrival tracks 12 and 13 were opened to traffic at the Lustenow marshaling yard. (3)
6. In mid-April, work on the construction of the Faretz-Niedernuendorf Canal reached the Niedernuendorf-Botszow railroad line. The line section between Botszow and Spandau was dismantled. By this measure, 2.5 km of type 6 rails will be obtained. The rails are so worn that they can only be used on tracks of secondary importance. (4)
7. In connection with the improvement of the carrying capacity of the Rathenow-Loewenberg railroad line, the facilities at the Neustadt railroad station will also be improved. (5) After the construction of crossing points at Grieben and Sulzow on the Neuenhagen-Loewenberg line in 1951, a connecting curve to Neustadt is scheduled to be built in Loewenberg-Dorf near the Loewenberg railroad station. This curve will permit trains to proceed toward Neustadt without reversing locomotives. (1) It is planned to build a curve near Krow connecting the northern section of the Berlin Outer Freight Line with the railroad line to Buch. This project will eliminate the setting back of locomotives arriving from the direction of Oranienburg and proceeding toward Bernau. Because of difficulties, work on this urgent project is not expected to be started before the end of July. (1)
8. The railroad bridge on Lake Lehritz reconstructed with old material was opened to traffic on 15 January 1952. (6)
9. The emergency railroad bridge over the Haisse River near Forst was reconstructed by the Polish State Railroads. In mid-April, work was being done on the approach tracks. (7)
10. Source learned at the Directorate General, Railroads, Berlin, that the Halle-Leipzig, Halle-Probstzella and Halle-Mittelelde lines were scheduled to be electrified. He was also told that the Soviets would return about 80 half-sections to the Berlin interurban railroad system. (8)

SECRET//NOFORN/US OFFICIALS ONLY

ILLEGIB
25X1A

[REDACTED]

[REDACTED] 12. On 10 April 1950, [REDACTED] obtained the original construction drawing for the new available marshalling yard. The project is to be finished by overtime and night work. (1)

25X1A
ILLEGIB

[REDACTED] (1) [REDACTED] connecting curve at Birkengrund-Bued is identical with [REDACTED] curve near Grossbeeren. For original construction drawing of Wuhlheide marshalling yard mentioned in paragraph 12, see Annex.

25X1A

(2) Beolitz is a Soviet hospital center in the Berlin area.

(3) [REDACTED] (4) Information on this canal project and its effects on rail traffic on the Niedernouendorf-Boetzow line was previously transmitted.

(5) The improvements on this line were completed in 1950.

(6) It is not clear, whether this item of information refers to a railroad bridge on the Berlin-Oranienburg line or the northern section of the Berlin Outer Freight Ring. Both is possible.

(7) This information is unconfirmed. A letter of the Director General, Railroads, Berlin, dated 12 February 1952, indicated that the permanent railroad bridge over the Neisse River near Forst was scheduled to be rebuilt by the Polish State Railroad in 1953/1954. [REDACTED]

(8) The scheduled electrification of some lines in the Halle railroad district has been previously reported. [REDACTED]

25X1A

25X1A

SECRET/CONTROL/US OFFICIALS ONLY